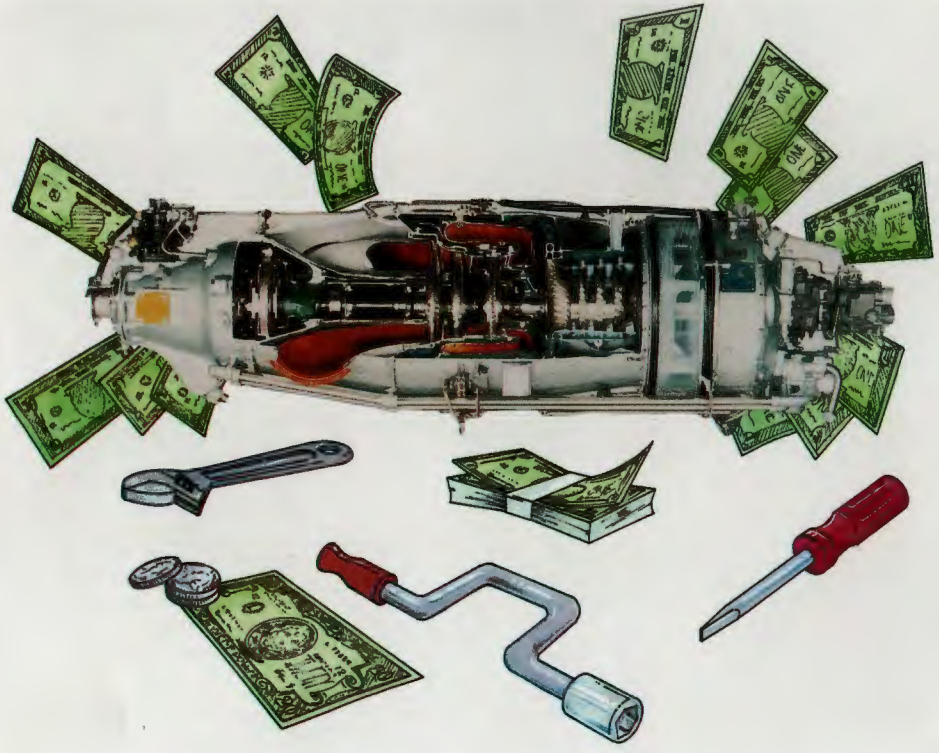
COST EFFECTIVE AIRPLANES REQUIRE COST EFFECTIVE SIMULATION

ATC® FLIGHT SIMULATOR CO.

YOU DON'T NEED MILLION DOLLAR TRAINING SYSTEMS. WITH THE ATC 920 AS YOUR ON-SITE SIMULATOR, YOU CAN GET THE SAME CAPABILITY FOR LESS THAN THE COST OF AN ENGINE OVERHAUL.



The ATC 920 is the cost-effective flight simulator for turbo-prop aircraft. The latest of a long line of flight simulators developed by ATC Flight Simulator Co., the ATC 920 can be configured for any aircraft in this class.

The ATC 920 is a CREW training device that is almost as functional as your aircraft. Its interrelated multiple microprocessors enable the ATC 920 to rival the capabilities of million dollar simulators in training your crews in every aspect of your aircraft's operation.

Electrical System: The ATC 920's electrical system modeling duplicates the functionality of your aircraft's electrical system with uncanny realism. To achieve this, we encode the aircraft's actual wiring diagram into a microprocessor! Thus, your crew can gain complete knowledge of your aircraft's unique electrical system. This knowledge alone will pay back the price of this simulator in a very short time.

Instructor Console: You can give your crews the most comprehensive training with the simplest, easiest to use instructor station ever conceived. Consisting of just a monitor and a mouse, this "console" enables an instructor to select any of more than 90 faults or combinations of faults. Faults can be selected for the engines, the electrical system, the hydraulic system, the navigation system, and the environment.

An ingenious instructor can easily select a series of faults that can be sequenced and timed to an event, and then activate the sequence with a single pulse of the mouse. The crew gains first-hand knowledge of the consequences of an event or an action, and the instructor can evaluate their responses.

REALISTIC OPERATIONS

The ATC 920 is designed for highly realistic training. The unique performance characteristics of your aircraft model are simulated, and the ATC 920's microprocessors interrelate the controls and instruments so that each event or crew operation results in instrument readings the crew would see in actual flight. This capability extends to every subsystem.

Engines: Turbine simulation is realistically accomplished by a microprocessor programmed to generate the interrelationships which are displayed by the internally lit engine instruments.

Controls: The ATC 920 simulates the elevator, aileron, and rudder pressures that are representative of your aircraft. Electric pitch trim is standard equipment with control switches (including override) on the yokes of both the pilot and co-pilot.

Flight Dynamics: The simulator's logic package contains the aerodynamic interrelationships of your aircraft's normal flight operation.

Navigation: The ATC 920 simulates real-world frequencies and relative positions, so your flight crews may be trained using the charts they will be using in operational flights.

REALISTIC ENVIRONMENTS

The ATC 920 will seem to put your crews in your aircraft, as meticulously detailed features are included to duplicate the cockpit environment.

Sound: Adjustable stereo sound is reproduced by high quality amplifiers and speakers. The individual sounds of each turbine, each propeller, and the air slipstream combine to produce a very real cockpit noise environment. Crews thereby become familiar with this noise level and its effect on verbal communication.

Lighting: Many of the instruments are internally lit, and others have post lamps. The fuel panel, the overhead panel, and all switch sub-panels are internally backlit and feature variable intensity controls.

Cockpit layout: The layout of the ATC 920 closely matches that of your aircraft. By duplicating the location and size of the controls and instruments, the ATC 920 will familiarize your crews with your aircraft and will prepare them for subsequent flights.

For example, the ATC 920 dimensionally duplicates your aircraft's power quadrant so that the crew's reach will be the same. Power levers are the right length, and their travel and indents are consistent with those of your aircraft. Even the friction locks are realistic as are the flap lever and the gear handle with its internal flashing light.

COST EFFECTIVE DESIGN

The ATC 920's cosmetic fidelity is such that the simulator appears to use only genuine aircraft components. Instead of using this needlessly expensive approach, however, ATC has duplicated your aircraft's cockpit with highly realistic, but far less expensive commercial components.

The yokes, for example, look and feel like those in your aircraft. The difference? The ATC 920 yokes have not been subjected to the extensive and expensive government paperwork required of the real thing.

The ATC 920's instruments are of high quality with proven reliability movements and internal lighting, but they too are cost-effective duplications. Switches, conversely, are generally of aircraft quality because of their unique mechanical actuation. Commercial switches are only used when their function and feel are absolutely correct for a specific application.

ATC has designed proprietary circuit breakers that mechanically function like those in your aircraft, but that are 1/15 the cost. Alternatively ATC can implement real circuit breakers with the associated wiring and electrical functionality, if you so request.

The design is cost-effective, but the realism is amazing. Compare this photo of the Beechcraft 1900C cockpit with that of the ATC 920 on the next page. It will give you a whole new picture of what crew training can be.

Enhance your ATC 920 with these options:

Color Visual System
Day, Night, Dusk
Variable ceiling
Variable visibility
Variable approach light system

O.P.E.S.
(Objective Pilot Evaluation System)
Record for subsequent evaluation all flight conditions and parameters

Flight Director
Flight Plotter
HSI (Horizontal Situation Indicator)

Physical Specifications:

Electrical Power: 115V-60Hz or 230V-50Hz

Dimensions:
Height 67.5"
Width 54"
Depth 60"
Weight (approximately) 800 lbs.

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MASTER CAUTION
PILOT'S STATIC AIR SOURCE
NORMAL ALTERNATE
SEE FLIGHT MANUAL PERFORMANCE SECTION FOR INSTR CAL ERROR
300 40 60 260 KNOTS 80 220 100 180 140
2 MIN
L R
ITT
TORQUE
PROP RPM
RPM
FUEL FLOW
OIL
AUDIO
COM 2
COM 1 EXT COM 1 NAV 1 NAV 2 ADF DME MKR
PHONE
COM 1
120.00
VOL
OFF
NAV 1
108.00
NAV 2
108.00
PROP SYNC
QUARTZ CHRONOMETER
TIMER CLOCK
SET RST MODE DT·AV ST·SP
EXT PWR
AVIONICS MASTER PWR
OFF
MASTER SWITCH
BAT GEN 1
BUS SENSE RESET
TEST NORM OPEN
IGNITION AND ENGINE START
LEFT RIGHT ON OFF
STARTER ONLY
CABIN OXYGEN
PULL ON
PROP TEST
OVERSPEED OFF
LOW PITCH
AUTOFEATHER
ARM OFF TEST
MAIN
FROST AIR
ON
NAV RECOG
LANDING GEAR CONTROL
LIGHTS
BEACON STROBE
FUEL VENT
PILOT COPILOT
SURFACE DE-ICE SINGLE
STALL WARN
PITOT
ALT STATIC
BRAKE DEICE
MANUAL
LEFT RIGHT
UP
IDLE LIFT
0
GROUND FINE LIFT
DN
DN
5
CAUTION REVERSE ONLY WITH ENGINES RUNNING
REVERSE
FRICTION LOCK
AILERON TRIM
LEFT RIGHT

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